

33. (Original) The method according to claim 30 further comprises modify control routines of the of the Stores Control Computer installed in the vehicle to effect automatic and semi-automatic sequencing of the fuel from the fuel containers of the extended external fuel stores configuration.
34. (Original) The method according to claim 30 further comprises upload elements constituting the at least one external extended fuel stores configuration on an aerial vehicle in order to enable the performance of a mission requiring substantially large quantities of fuel.
35. (Original) The method according to claim 30 further comprises preserving original functionality of the functionally modified "pseudo-wet" stores station.
36. (Original) The system according to claim 1 wherein the externally mounted Stores Transfer Kit includes extension fuel lines and extension compressed air lines in a variety of gauge sizes.

REMARKS

The application currently contains claims 1-6, 8-12 and 16-36. Claims 7 and 13 have been cancelled with prejudice.

DRAWINGS

Examiner states that some of the features in the claims are not shown in the drawings. However, aircraft vehicle is provided in figure 1, and the uninhabited aircraft vehicle, civilian aircraft and multi-role rotary-wing aircraft are all examples of aircraft vehicle. There is no requirement to show in the drawings any type of external features disclosed in the claims.

The term "projectiles" is not new and is not a feature of the invention. Claim 1 discloses a use of the externally mounted Stores Transfer Kit. The projectiles are

of the system or part of the subject matter. The term "electronic countermeasures" be handled similarly. As a result, claims 28 and 29 should not be objected under 1.83(a).

Claims 7 and 13-16 that disclose the terms "external fuel container" and "I have been cancelled with prejudice to conform to the original drawings.

CLAIM OBJECTION

According to the examiner's request on clause 3 of the office communication December 2, 2008, Applicant amended the typing mistake of claim 7.

CLAIM REJECTIONS – 35 USC 112

The application contains claims 1-31. Claims 28-30 have been cancelled. Claim 31 has been amended.

As to claim 1, the single functionality external fuel tank carrier pylon is a pylon, in addition to the dual functionality external fuel tank carrier pylon that supports fuel transfer of the single functionality pylon.

As to claim 10, it now depends on claim 8 and can be any military aircraft such that the claim is clarified.

As to claim 11, it now depends on claim 1, such that the civilian aircraft limitation that provides an example of the aerial vehicle.

As to claim 12, it now depends on claim 1, such that the multi-role rotary aircraft is a limitation that provides an example of the aerial vehicle.

As to claims 13 and 15, they have been cancelled with prejudice to conform to the original drawings.

*Antecedent basis in claims 2-4 and 24 have been corrected.

CLAIM REJECTIONS – 35 USC 103

The Examiner rejected claims 1-29 under 35 U.S.C. 103(a) as being anticipated by Arnold, US patent number 4,790,350 (hereafter Arnold), in view of Grafwall

patent number 5,660,358 (hereafter Grafwallner) and Walker, US patent 4,589,615 (hereafter Walker). Applicant hereby traverses the Examiner's statement

The examined application provides for an apparatus and method that addition of fuel stores to an aerial vehicle and connection of the added fuel store fuel system of the aerial vehicle. Such fuel stores are carried by pylons that connected to the fuel system of the aerial vehicle, for example pylons used for weapons. The connection is enabled by the dual functionality external fuel tank pylon. The external fuel stores of claim 1 are the fuel tanks added to the aerial vehicle. The addition may be performed by connecting the external fuel stores to the Transfer Kit (STK) connected to fuel system of the aerial vehicle, for example connected to the wing of the aerial vehicle. The fuel from the added fuel stores is transmitted to the fuel system of the aerial vehicle via the external fuel lines (see the last prong of claim 1). The term "external" means that the fuel line is not part of the original fuel system of the aerial vehicle that comprises built-in fuel tanks and fuel lines. The system of claim 1 is mainly adapted to provide fuel from the added fuel stores to the fuel system of the aerial vehicle.

The system disclosed in claim 1 is significantly distinguished from the prior art cited in the Office Action. Arnold provides for a pylon P and a fuel tank connected thereto. The pylon P is connected to the wing that contains fuel pipes that provide fuel to the engine of the aerial vehicle. As a result, the fuel tank of Arnold is connected to the fuel system of the aerial vehicle. Such connection is known and is conventional in fuel systems in aircraft vehicles. The examined application discloses fuel stores that are not part of the fuel system and connecting the added fuel stores to the fuel system.

Grafwallner provides for fuel transfer between fuel tanks. Grafwallner discloses a system that allows addition of fuel stores on the aircraft vehicle and connection of the added fuel stores to the fuel system of the aircraft vehicle, neither is the combination of Arnold and Grafwallner. The addition of Walker does not provide for such combination. The fact that there are two pylons in an aircraft is not new, and is not claimed in the examined application.

The connection between the added fuel store mounted on a pylon to an fuel system cannot be implemented by Walker that provides for two missiles mounted on pylons. Even if a person skilled in the art would convert missiles to fuel tanks, the connection between the added fuel tanks is not disclosed in Walker, which only provides for a Pylon and a fuel tank or missile, not connection of the fuel tank to the fuel system. Further, none of the cited references provides for connection of additional fuel tanks which are not part of the original fuel stores but added to pylons of the aerial vehicle to the fuel system of the aerial vehicle, such that they provide fuel directly to the fuel system.

None of the references cited by the examiner disclose limitations such as "fuel line is located externally to the aerial vehicle and connected to an existing fuel system of the at least one aerial vehicle", "external fuel tank, carried by a pylon connected to the fuel system of the aerial vehicle, is enabled to provide fuel directly to the fuel system of the aerial vehicle", "the newly added fuel tanks provide fuel to the fuel system of the at least one aerial vehicle", and "transferring fuel between added fuel tanks carried by pylons that are not connected to the fuel system of the aerial vehicle to dual functionality fuel tanks pylon mounted on an existing external fuel system".

The independent claims are non-obvious since they depend on claims 1 and 2 and contain limitations that are not disclosed in either of the references cited by the examiner, for example the movement guidance bars that provide rigid track using which ordnance units can be transferred.

Examiner is hereby requested to allow the claims.